

## APPENDIX No. 3

other railway companies being less than 50 per cent. But the point, the sole point, we wish the committee to understand is that they have not made any change in the contract for payment by the Canadian Express Company to the Grand Trunk Railway Company within the period covered by these figures. There is no ground for the suspicion, if there is any, attaching from the evidence that has been heard, that the accounts have been in any way manipulated, or that any amount has been added to the column of Payment for Express Privileges for the purpose of swelling the profits of the Canadian Express Company. That is the whole thing.

The CHAIRMAN: Mr. Chrysler, I have glanced over this memorandum, and it practically sets out what you are representing in your arguments. Is it the desire of the company which you represent to have this memorandum incorporated in the record?

Mr. CHRYSLER, K.C.: Yes, sir.

The CHAIRMAN: Is it the pleasure of the committee that the memorandum which Mr. Chrysler has furnished on behalf of the express companies be incorporated in the record of this inquiry?

SEVERAL MEMBERS: Carried.

CANADIAN EXPRESS COMPANY,  
OFFICE OF PRESIDENT.

MONTREAL, QUE., March 4, 1916.

THOS. S. HOWE, Esq.,  
Clerk of Marine and Fisheries Committee,  
House of Commons,  
Ottawa, Ont.

DEAR SIR,—As requested by the Chairman, on page 87 of the official report of evidence respecting discrepancies in the prices of fish, taken on Monday, February 28, 1916, by the Marine and Fisheries Committee of the House of Commons of Canada, the following answers are hereby transmitted:—

*Chairman, Q:* The first of these questions is whether you cannot put into effect a carload lot rate for express which will be less than your present rate.

*Answer:* A carload lot rate can only properly be made when a carload (subject to a minimum of 20,000 pounds of fish) is tendered on the same day to the carrier by one consignor or owner at one shipping point, consigned to one consignee at one destination. For such a shipment, if a lower carload rate were provided, the shipper and consignee would be required, at his own expense, to perform the cartage, loading and unloading of the cars.

It is our understanding that shipments of fresh fish from the Maritime Provinces are not made in sufficient quantities, or under the conditions outlined above, to justify the making of a lower carload rate. The shipments originate with various shippers at various shipping points, consigned to various consignees at various destinations. It is not a single commercial transaction, but many transactions.

*Chairman, Q:* The second question is whether you can give a pedlar car service . . . . . a pedlar car is a car in which shipments from one or several shippers are consolidated and on which the carload rate to the farthest point is the rate charged, such car to be opened at certain points along the line to distribute and lay down some of the commodities carried, in each case a charge to be made in addition to the regular rate for opening the car.

*Answer:* The express service is not adapted to pedlar car service. The railway company requires that express be put on its trains only when it can be quickly loaded and unloaded from the trains during the interval that the

Mr. CHRYSLER, K.C.